മിസ്റ്റർ. കെ. എസ്സ്. പണിക്കർ: ഗവൺമെൻറിൽനിന്നും തീച്ചയാക്കിയ തീർപ്പ് എന്തായിരുന്നുവെന്ന് പറയാമോ?

Mr. President: Finally the scheme was rejected by the teachers. The scheme, which I thought as a reasonable one, was finally rejected by the teachers.

മിസ്റ്റർ. കെ. എസ്സ്. പണിക്കർ: രണ്ടാമതും അവരെ സമ്മതിപ്പിക്കുവാൻ തരമുണ്ടോ എന്ന് ഗവൺമെൻറ് ആലോചിക്കാമോ?

Mr. President: I say, statement of fact. Personally I myself had a number of discussions, first, separately with the managers and the teachers, and then, jointly with them. I evolved a certain scheme which I thought was reasonable to which the managers were agreeable. But the teachers refused to accept it. I asked them to take some more time and let me have their definite reply after consulting their association. Then they came back and said that they could not accept the scheme. Government do not, therefore, propose to take up this question again.

Mr. V. J. Mathai *(Planters):* What Mr. Panicker wants to know is whether the Government will force them to have it.

Mr. K. S. Panicker *(Ezhuvas-Mukundapuram):* No. That is not what I want. ഞാൻ ഇവിടെ ശക്തി ഉപയോഗിക്കുവാനൊന്നും ആവശ്യപ്പെട്ടില്ല.

SHORANUR-ERNAKULAM RAILWAY—CAPITAL EXPENDITURE AND NET EARNINGS

196. Mr. A. B. Salem *(Mattancheri):* Will the Government be pleased to state.—

(*a*) the actual capital amount spent up to the 1st of March 1940 in the Shoranur-Ernakulam Railway Line, together with the cost of constructing the Edappalli-Harbour Link;

(*b*) the net earnings of the year 1939; and

(*c*) the percentage on the booked capital for the year 1939, and if 1939 is not available, the figures of 1938 may be kindly given?

Rama Varmha Tampuran *(Comptroller of Finance and Accounts):*

(*a*) Rs. 116,84,916 up to the end of March 1940. (As per Company's accounts Rs. 105,65,085 on Shoranur-Cochin Railway and Rs. 11,19,831 on the Edappalli-Harbour Link.)

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(*b*) Rs. 4,66,151 for the year 1939—40.

(*c*) 4·4 per cent on the booked capital of the Shoranur-Cochin Railway, viz., 105,65,085; the Edappalli-Harbour link had not been opened in March 1940.

Mr. A. B. Salem *(Mattancheri):* May I know, Sir, how far the Edappilli harbour link extends?

Rama Varmha Tampuran *(Comptroller of Finance and Accounts):* From the point of the diversion to the bridge.

Mr. C. V. Iyyu *(Kunnamkulam):* As far as the expenses incurred by the South Indian Railway Co., for running this railway, may I know whether the Government have scrutinised as to the actual establishment charges as given in the Railway accounts to find out whether they get from the Government higher establishment charges?

Rama Varmha Tampuran *(Comptroller of Finance and Accounts):* There are definite rules as to how the running expenditure should be calculated. There is a special formula for that evolved long ago and that formula is applied. That is how all the running expenses are calculated.

Mr. A. B. Salem *(Mattancheri):* From the bridge to the Harbour terminus is the line under the Port Trust Authorities?

Rama Varmha Tampuran *(Comptroller of Finance and Accounts):* Yes.

Mr. C. R. Iyyuni *(Trichur-South):* What will be the distance of the diversion line?

Rama Varmha Tampuran *(Comptroller of Finance and Accounts):* Four and odd miles.

Mr. C. R. Iyyuni *(Trichur-South):* May I know the percentage set apart for depreciation?

Rama Varmha Tampuran *(Comptroller of Finance and Accounts):* No depreciation is set apart for railways.

Mr. V. J. Mathai *(Planters):* May I know how exactly the proportionate income is calculated f or 4 and odd miles?

Rama Varmha Tampuran *(Comptroller of Finance and Accounts):* There is a very complicated formula and unless I have the text, I cannot explain it.

MADAYIKKONAM VILLAGE—IMPROVEMENT OF CHALS

197. Mr. Puthur Achyuta Menon *(Kattur):* Will the Government be pleased to state.—

(*a*) whether the Government have enquired about the importance of improving Kokkara Chal, Mullam

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